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THE

SHIP'S SURGEON

OF TO-DAY,

9.
BY

CHARLES HENRY LEET,

Fellow of the Royal College of Surgeons, England.

*Member of the National Amalgamated Sailors' and Firemen's Union of
Great Britain and Ireland, and Medical Officer of the Bootle Branch.*

Late Surgeon Cunard and White Star S.S. Co.

PRICE SIXPENCE.

LIVERPOOL:

116, DERBY ROAD, BOOTLE.

—
1889.

THE SHIP'S SURGEON OF TO-DAY.

BY

CHARLES HENRY LEET,

Fellow of the Royal College of Surgeons of England ; Member of the King and Queen's College of Physicians ; late Surgeon-Major, Army Medical Department ; and Surgeon to Royal Engineers, 5th Fusiliers, &c. ; Medical Officer in the Steamship Companies, White Star, Cunard, Pacific Steam Navigation Company, Orient and Ocean Steamship Company (Alfred Holt's Line), &c. ;

Member of the British Medical Association.


Associate of the Liverpool Medical Institution.

Member of the National Amalgamated Sailors' and Firemen's Union of Gt. Britain and Ireland. And Surgeon to their Bootle Branch.

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PREFACE.

The endeavour to compress into a pamphlet the chief points of my experience has unavoidably resulted in the omission of numerous facts of vital interest, detailed in the full manuscript of my story, for example, the Sanitary Reports, the cruel treatment I received from Alfred Holt's Commander of S.S. "Prometheus," Ocean Steamship Company, in the Red Sea, in 1887, and the shabby behaviour of the Cunard Directors. But I propose when the pamphlet is in the hands of the public to give a lecture in Liverpool and in Bootle to supplement all such deficiencies.

I feel convinced that the verdict pronounced by every competent and unbiassed reader of this truthful sketch, will be that no conscientious medical gentleman, with a spark of self-respect or of professional dignity, should stoop to accept a Ship's Surgeoncy in the British Mercantile Marine under the present humiliating conditions.

Unless for serious reasons, such as would be approved by H.M. Board of Trade, should Steamship Managers dismiss a Ship's Surgeon, bearing in mind the stain that will attach to his character thereby, as well as the hopeless task forced upon him of working up a shore practice without private means for a couple of years to float him.

Such has been my case ; the Managers of the White Star, Cunard, and Alfred Holt Lines were made aware by my official letters that *I have no private means*.

As Surgeon of the Bootle Branch of the Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland, I gave an Address at their Annual Congress held at Cardiff this month, pointing out to the Delegates that the welfare and efficiency of Seamen and Firemen were intimately bound up with the efficiency of the Ships' Surgeons.—See our Paper *Seafaring*, October 10th, 1889.

C. H. L.

Brief Sketch of Official Life *as* *Ship's Surgeon.*

Eight years in the position of Medical Officer in the British Mercantile Medical Marine Service, following upon sixteen years full pay satisfactory service in the Army Medical Department (chiefly attached to the Royal Engineers), should peculiarly qualify me to submit a true picture of the conscientious *Ship's Surgeon of to-day*, an interesting study, not only for Her Majesty's Board of Trade, but also of much personal interest to the travelling public, British and American, saloon and steerage, whose sanitary environment on shipboard is supposed to be under the direction and control of the passenger steamship company's official—"the experienced surgeon."

Having been naturally blest with a good temper, no charge can be brought against me by shipowners or captains of insubordination or disrespect, so that a brief record of facts, official letters, and extracts from diaries will enable the public to see how far a typical case, such as mine, will bear out with almost startling exactness the truth of the assertions of the leading professional authorities quoted on page 36.

I am feeling so deeply the responsibility of "that important position" in the interests of the Atlantic trade particularly, and for my brother ship surgeons, that I would urgently provoke relief and reformation for this large department of public servants, even at the expense of my own future livelihood.

I will then, at once try to condense into a brief summary my personal experience for the unbiassed perusal of busy business men with no time to read the chapters *in extenso*.

Without delaying to allude to my special army training and

examinations in sanitary science, on shore and afloat, in transports and at Military Medical School, Royal Victoria Hospital, Netley; having been obliged, through ill-health, to abandon medical practice in Liverpool, and seek relief for insomnia in a "life on the ocean wave," through the kind influence of our leading Liverpool surgeon,* I was appointed to the "important position" of surgeon to S.S. "Celtic," White Star Line. I very soon found insanitary conditions, but was indirectly warned all round to report nothing if my berth were to be permanent, &c. After bearing with my conscience for about two years I received my first snub, in 1885, when I had written a polite letter (p. 14) upon the steerage accommodation having been tampered with, to the junior manager of the White Star Line, addressed to him at Brevoort House, New York, he having crossed over with us and had personally inspected what I had written about; and what was the snub? He treated my letter with contemptuous silence.

I say, a conscientious sense of the "important position" towards the public and Board of Trade, as well as in the real interests of the shipowners, compelled me, after *three* years in the ship, to submit to the managers a full report of abuses, with respectful and reasonable recommendations upon the sanitary defects of S.S. "Celtic," dated 30th July, 1886, duly registered at the post office to ensure delivery. How was it received by Messrs. Ismay, Imrie & Co.? With contemptuous silence!

Similarly treated was another Official Letter (p. 15), respectfully written, 13th December, 1886, a few months later, and *after dismissal*, also duly registered, of a serious nature, practically charging the managers with hastening the death of head steerage steward A. of that ship, through neglect of my professional recommendations, contained in the previous months' Surgeon's Log-Books as well as in the July Report.

The S.S. "Celtic" on being laid up that winter, 1886, until spring, the managers seized the plausible opportunity to—in plain English—dismiss me and "give me the sack" without a day's notice or a day's pay—(vide page 17).

My character by this publicity palpably suffering loss, and what was the real cause of my dismissal? Was it for the crime of

* E. R. Bickersteth, F.R.C.S.

daring to write the sanitary Report of the previous July, and the private letter to the clerk the day before dismissal, begging him to call attention to my Log-Books? (p 17). And why such a crushing punishment as dismissal,* when a few days after it, for the mere asking, they forwarded the following flattering testimonial?—

WHITE STAR FLATTERING TESTIMONIAL.

C. H. LEET, Esq., F.R.C.S.

DEAR SIR,

Nov. 4th, 1886.

We have much pleasure in stating that you have served for three years and a half as surgeon on board the steamers of this company, and that during that period you fulfilled the duties of that important position in a most careful, attentive, and efficient manner.

Yours faithfully,

ISMAY, IMRIE & Co.

Recommendation to WHITE STAR MANAGER from ROBERT D. HOLT, Esq. (*Liverpool*).

(From Diary, June 13th, 1883.)

DEAR GRAVES,

I enclose a letter which I have received from my friend Mr. LEET. When we lived at Edge Hill we had professional experience of Mr. LEET, an experience which gives me the greatest confidence in introducing him to your Company.

Yours truly,

R. D. HOLT.†

From ROBERT D. HOLT, Esq. (*Liverpool*).

INDIA BUILDINGS, LIVERPOOL,

DEAR DR. LEET,

21st December, 1886.

I don't see how I can add anything to the high certificate you carry from the White Star Company. It is a satisfaction to me to know that I had the pleasure of introducing you to that Company, as also to the Ocean Steamship Company, in which service you now hold an appointment.

I am, yours truly,

ROBERT D. HOLT.

† An old friend, whose family I professionally attended when in Medical practice in Liverpool.

* I applied to be re-appointed three times after dismissal, viz:—23rd May, 1887, through Mr. Imrie; by telegram, 24th May, 1887, and by official letter to Ismay, Imrie & Co., 9th June, 1889.

The Captain of S.S. "Celtic," B. Gleadell, was ungentlemanly and insulting to me during these three years I held the "important position" of surgeon on board; even the purser, his bosom friend, would say to me: "Well, doctor, *I* could not bear *half* of what you take from the captain."

Satisfactory corroboration of these assertions will be readily forthcoming from passengers on S.S. "Celtic," during these three years, from officers and members of the crew, and from the late popular agent of the White Star Line, at New York, Mr. R. J. Cortis, a gentleman beloved for his truthful and straightforward character, who, while S.S. "Celtic" was in port in New York during these three years must have dined some twenty times at least, at the saloon table, and heard the coarse, vulgar personalities thrust at me, the company's surgeon, by their commander, from his official chair at the head of the table, with strangers often present, the stewards, such as Samuel Rule, looking on ashamed of their commander's behaviour to their doctor, whom I can say, without vanity, they liked and respected.

But the injury to my character and future livelihood by this White Star treatment did not cease on dismissal from their service, their captain, not content with having driven me out of his ship, must needs go out of his way to injure me by—with the full weight of his official position—giving such a bad character * of me to my next employers, the Ocean Steamship Company (Alfred Holt's Line), to their captain of S.S. "Prometheus" as to induce the latter to treat me when surgeon of S.S. "Prometheus" (1887) in a cruel and insulting manner (ill as I was in the Red Sea, etc.), although on the previous voyage to China he was kindness itself! I respectfully reported in official letters registered and addressed to Alfred Holt, Esq. (he being, I was told, part-owner and manager combined) this extraordinary conduct of his captain, but the letters were treated with contemptuous silence, all replies were written by his Medical Superintendent, who acted most unprofessionally throughout, not even affording me the official interview with his master, Mr. Alfred Holt, to which I was legally and honourably entitled. To

* See my official letter to Board of Trade p 17; also my letter to Captain Gleadell p 37.

whom could I go for advice and redress? What could one poor oppressed and insulted surgeon do against two such powerful steamship companies? The Liverpool Board of Trade officer, and shipping officials declared they were powerless. So I submitted the entire "Prometheus" affair to Her Majesty's Board of Trade praying for a court of inquiry upon the captain's (of S.S. "Prometheus") conduct. (p. 17). Here is the reply :—(p. 21).

BOARD OF TRADE MARINE DEPARTMENT,

13th September, 1887.

SIR,

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 8th instant, relating to your treatment whilst on board the steamship "Prometheus," and in reply to inform you that your complaints are not of such a nature as to justify the interference of this board.

I am, sir,

Your obedient servant,

THOMAS GRAY.

C. H. LEET, Esq., F.R.C.S.,
WOOLTON, LIVERPOOL.

I also officially reported to Messrs. Ismay, Imrie & Co., the misconduct of their captain of S.S. "Celtic," in slandering me to the captain of S.S. "Prometheus," and the former's insulting behaviour towards me whilst their surgeon on board S.S. "Celtic." Here is their reply :—

September 6th, 1887.

"We are in possession of your letter of yesterday, in reference to certain statements relating to yourself, which have been attributed to Captain Gleadell, and also alleging discourtesy on his part towards yourself whilst surgeon of the S.S. "Celtic," under his command.

With regard to the former it is purely a question which concerns Captain Gleadell and yourself, and as to the latter, it is the first time any complaint has been brought to our knowledge, and as the opportunity for investigation practically passed away with the termination of your services, we cannot, for obvious reasons, venture to re-open the matter, nor do we think that it would serve any good purpose to do so."

Yours faithfully,

ISMAY, IMRIE & Co.

(J. HUGHES.)

I wrote a polite letter, 3rd October, 1887 (p. 37) to Captain Gleadell for an explanation of the "*awful report*" Capt. Webster said to me he had received concerning me from Capt. Gleadell. No reply! contemptuous silence.

In October, 1887, after recovering sufficient strength at the Convalescent Home, Woolton, Liverpool, I went home to Stanhope Rectory, Darlington, and professionally attended my father-in-law, the late Bishop Ryan, D.D., until his death, January, 1888. I was appointed, March, 1888, to the Cunard Steamship Company as Junior Surgeon, and served with "conduct entirely satisfactory to those captains under whose command I sailed" (vide page 28) in S.S. "*Aurania*," "*Gallia*," and "*Scythia*" for the nine months, until my ship was laid up in the winter. After a *bonâ-fide* official promise in writing (p. 28), from the general manager to be re-appointed in the spring traffic, I refused midwifery engagements at Witton-le-Wear, ordered additional uniform, and sent printed copy of his official promise to numerous friends in U.S.A. and at home. March comes round, and in reply to my letter he writes to say "younger men are preferred, and, therefore, no opening for your services" (vide p. 28)!! Of course, this excuse was a mere blind, the real reason for my practical dismissal having been, probably, too much zeal in prescribing their medicines for the poor steerage passengers sent back to Europe by New York and by the Boston State Charity (vide Captain Hains', S.S. "*Aurania*" Statement, p. 38); or a White Star evil report.

I respectfully laid my case before the Cunard Directors, submitting to them, and to Sir William Forwood in a separate

letter, that their general manager's action was not only inconsistent and "would establish a serious precedent in the Medical Department, while commanders are eligible up to 70 years of age, but that it would affect me—the individual—so injuriously "as to virtually stamp incompetency upon my face in the eyes of "my future employers, a disastrous result, probably unforeseen in "this somewhat hasty decision, nor could it have occurred to the "office officials that should this 'Question of Age' be submitted "to the Medical Press at home and in U.S.A., the verdict, to say "the least, would not exclude men of my own age (53) from "further active sea employment." (Letter to Sir William).

But a glance at my official communications* to the Directors, would satisfy the public that personal interests have been subordinated to those of the Cunard Company itself, earnestly recommending with all *bona fides* a new departure in their medical branch, namely, the appointment of a shore surgeon—Medical Superintendent—as absolutely necessary to supervise and instruct these *Younger Surgeons*, strengthening my suggestion by recording some serious irregularities and ABUSES that came under my personal notice even in my short tenure of office, and which would have been impossible had such a professional superintendent, instead of ignorant lay officials, been in charge of the medical department of the Cunard Company (see copy of post card p. 29).

I believe the Cunard's general manager and Captain Webster of S.S. "Prometheus" were old "friends" in the National Line together, could the latter have passed on to the former the "awful report" Captain Gleadell of the White Star had given him of me?

I am now seeking a livelihood here in Seaforth, in private practice, and opening a cheap dispensary near the Cunard and White Star docks, Bootle.

As a final effort in the interests of truth and justice I submitted on 13th and 17th August, 1889, a full statement to H.M. Board of Trade (p. 22), requesting an official inquiry into my complaints against the Managers of the White Star and Cunard

* All my official letters will be read *in extenso* at the public meetings.
As I am unable to afford the expense of publishing them here.

Steamship Companies, Liverpool; and received much the same reply as on the former occasion, viz., that "this board has no power to interfere in your behalf." (p. 27).

I can confidently appeal to all the Medical Emigration Officers of H.M. Board of Trade, at Liverpool, as to the satisfactory discharge of duty during the many years I was under their official supervision as ship surgeon in the above named Companies.

* TESTIMONIALS.

The printed book of forty-three Testimonials, was forwarded in June to about two hundred steamship acquaintances, friends, and members of the press, etc. These Certificates are from Government Emigration Medical Officer, Liverpool; Director General, Army Medical Department, War Office; HIGHEST CERTIFICATES FROM ALL THE STEAMSHIP COMPANIES, AND CAPTAIN P. J. IRVINE; LIVERPOOL PRIVATE PATIENTS; LEADING MEDICAL MEN OF LIVERPOOL, LONDON, BIRMINGHAM, AND NEW YORK; SALOON PASSENGERS, INCLUDING MANY MEN OF LIGHT AND LEADING.

CERTIFICATES OF STATE OF HEALTH.

(PRINTED ON LAST PAGE OF BOOK OF TESTIMONIALS)

From Charlton Bastian, F.R.S., August, 1887, and June, 1889; Dr. Fred Shattuck, Boston, Mass., U.S.A., November, 1888; Dr. Waters, Liverpool, 14th December, 1888; Dr. Althans, London, 27th August, 1887; Dr. Carter, Liverpool, 5th May, 1889. All disproving the cruel and unprofessional opinion of Alfred Holt's Medical Superintendent (p. 19).

MEMBERS OF THE CREWS GRATEFUL FOR MEDICAL TREATMENT.

S.S. "AURANIA."

Captain Hains, S.S. "Aurania," thoroughly satisfied with my treatment of his own case on board that ship, March, 1888.

* The book of Testimonials can be inspected at, or borrowed from my
Bootle Surgery, 9 to 12 noon daily. 116, Derby Road.

Dr. Campbell, of New York, the family physician of Mr. Vernon Brown, Cunard Steamship agent, said to Captain Hains, "How unlike is Dr. Leet to an ordinary ship surgeon" (*vide* my official letter to Cunard Steamship directors, 16th March, 1889). Chief Officer—Fourth Officer—Third Officer, Mr. B.—Chief Cook—Stewardess, Mrs. McK.

S.S. "GALLIA."

Extra Second Officer, Mr. P.—Chief Engineer, Mr. D.—Engineer, M.—Fireman, Thomas—Stewardess, Mrs. M.—Boatswain, T.—Carpenter, John Stewart—Interpreter, Sear—Head Steerage Steward, R. P. (Consumption)—Steward, J. J. (Consumption).

S.S. "SCYTHIA."

Chief Stewart, B.—Chief Engineer—Chief Cook—Carpenter, F.—Boatswain's Mate, Wellwood.

Total admissions (entered in Surgeon's Log Books) for medical treatment, March, 1888, to January, 1889, during the charge of the above-named steamers, over 600. Total number who died under treatment, ONE.

CONCLUSION.

What, then, is the conclusion of the whole story?

Simply this; that these three first-class powerful steamship managers—White Star, Alfred Holt, and Cunard—have followed the universal custom and supported their officials against the unprotected and conscientious ship surgeon, and, by their action getting widely known in Liverpool, I am now practically boycotted by the Inman and all other lines from further sea employment, and snubbed by the employés.

The residents in this neighbourhood of Seaforth, naturally are perplexed and unable to form an unbiassed opinion until these facts of the case are laid before them.

My old friends and acquaintances the members of the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland, having appointed me Member, and

their Surgeon at Bootle, will read and circulate at all the Branches of the Union this story of oppression and injustice, having experienced similar treatment at the hands of steamship managers. See their organ *Seafaring*; Annotation on my letter by the Editor (p. 44)

The whole body of ship surgeons will sympathize with me knowing the keen professional competition I am compelled to face in my struggle to earn a livelihood amongst the working men of our British Mercantile Marine at Bootle.

Will not the ship surgeons also organise and form a Union?

CORRESPONDENCE, &c.

R.M.S. "CELTIC,"

NEW YORK, 3rd June 1885.

DEAR MR. HUGHES,

I had no opportunity of speaking to you upon sanitary matters before you left the ship; will you, then, kindly allow me to submit a few facts for your consideration?

1st. The Board of Trade Medical Officers at Liverpool and Queenstown and the Health Officer here asked whether the regulation air-space between decks for the steerage passengers was attended to, and also every available ventilation to diminish the "crowd-poison," which is invariably being given off from the bodies of unclean passengers when congregated together.

2nd. At your personal inspection of our steerage, we brought to your notice the fact that the regulation air-space had been encroached upon by mails and cargo, and that before the surveyor's inspection at New York, the latter would have been removed, and so no adverse report could be substantiated.

3rd. Upon a recent voyage, an intelligent steerage passenger told me that he had taken notes of the superficial area and cubic space measurement, making the usual deductions for the pile of luggage which should, upon that occasion, have been consigned to the hold!

4th. In the opinion of the best medical authorities, the "ulcerated sorethroat" prevalent on shipboard (and we had quite our usual number of cases) arises from the impure atmosphere between decks and consequent blood-poisoning.

5th. It is not desirable to separate husband and wife in the steerage sleeping arrangements. For example, one such husband sleeping forward nearly died of "*D.T.*" and it was the general remark that he would have been "kept straight" had he been with his wife in the proper married rooms.

Lastly. I trust you will give me credit for writing this letter in the interests of the health of the passengers under my charge, and therefore in the interests of the company whose orders I undertake to carry out.

You will kindly understand that if the commander or the purser are given this letter to read, in their laudable anxiety to "*fill up the ship and make it pay*," they may misconstrue my motive in writing it, and in consequence may entertain in the future some irritation or antagonism towards me. Whereas I need hardly assure that I do everything in my power to get along smoothly, and these officers afford me every assistance in the conscientious discharge of my duties towards the Board of Trade, and my employers, the White Star Company.

Faithfully yours,

C. H. LEET,

Surgeon, S.S. "*Celtic*."

We have no baths in the steerage.

12, EDGE LANE, LIVERPOOL,

13th December, 1886.

Messrs. ISMAY, IMRIE & Co.,
Liverpool.

GENTLEMEN,

I beg leave to express my regret at the comparatively sudden death of my late head steerage steward Atkinson, of S.S. "*Celtic*," and consider it my duty to request your re-perusal of the strong remonstrance contained in my sanitary letter of 30th

July, 1886, against this man, having been sent, regardless of my opinion, back to that arduous duty, lest he should die of blood-poisoning by foul air, as did in my opinion, his predecessor in that post, steward Inglis.

Again, in my August Log Book, I stated that "Atkinson required a glass of port wine daily."

Again, in September, on seeing him continued as my chief subordinate on the muster day of sailing, I begged him to accept from my private purse a glass of port wine daily (the only thing he cared for at night after his hard day's work). "No, thank you, sir," he said; "I am all right." Although everyone who knew him well could see his failing health.

I beg leave to record now that I felt at that time very much humiliated as it was known in the ship I had reported on Atkinson's state of health, and the receipt of that letter of 30th July, above alluded to, had not been even acknowledged by the White Star office, although forwarded by post in a registered envelope from Queenstown, nor was I ever spoken to by any of the firm upon the contents of that letter, and I would further express my conviction that this once "fine young fellow of splendid physique" would have been alive to-day had my SANITARY LETTER of 30th July received due consideration.

In conclusion, I beg leave most respectfully to state that it is reported in the ship's company that poor Atkinson's death was comparatively so sudden, and decomposition set in so rapidly, there was no time to warn his old messmates to attend the funeral. Nor would anyone have attended with more heartfelt sorrow than myself; for conscientious, sober, self-denying young men even the White Star company cannot afford to lose.

I have written this letter without prejudice; the only motive namely, that medical officers may be *encouraged* to interest themselves in their own most important duties and their reports receive that attention which they invariably do in the public service.

Yours faithfully,

C. H. LEET, F.R.C.S.

WHITE STAR DISMISSAL, 2ND NOVEMBER, 1886.

Mr. Graves stated to me in your office, before Mr. Hughes, 2nd of November, 1886, "You cannot be re-appointed to the "Celtic"—even if she comes out in the spring—that letter (pointing to my private letter to the clerk, Mr. Bruce, requesting him to call attention to my Log Book, with its Sanitary Entries) is quite sufficient," or words to that effect (from my official letter to Messrs. Ismay, Imrie & Co., 9th June, 1889, transcribed from my Diary, 2nd Nov., 1886).

WHITE STAR CONTRADICTION, 30TH NOVEMBER, 1886.

The managers, writing 30th November, 1886, say:—

We must remind you that this company dispensed with your services, not in consequence of any reports made by you on sanitary matters, but on account of the ship to which you were attached being put out of commission for a lengthened period.

We are at all times willing* to receive reports from the ships' doctors when matters requiring to be remedied come under their notice.

Copy of my first Letter to Board of Trade.

CONVALESCENT HOME, WOOLTON,

8th September, 1887.

SIR,

I have the honour to submit most respectfully for an Inquiry by the Board of Trade into my complaint against Commander (Master) John R. Webster, Master of S.S. "Prometheus," Ocean Steamship Company (Alfred Holt's Line), for his unprovoked, illegal, insulting, and cruel treatment towards me personally when Surgeon in charge of S.S. "Prometheus," on the voyage to China, sailing from Liverpool 3rd June, 1887.

I was removed from S.S. "Prometheus" by the Colonial Authorities sick at Penang 9th July, and sent home from Penang General Hospital passenger on S.S. "Deucalion," O. S. S. C., on 19th July, arriving in London 25th August; the "Prometheus" being due home about 20th September.

* If so, why have they never acknowledged my respectful Sanitary Reports?

I beg respectfully to enclose "Statement of Facts," written by me at the time. Each act was recorded as it occurred, so that a glance over the "Statement" will prove that I have good grounds for advisedly making use of the four above-named adjectives as indicating Captain Webster's treatment. I may, however, briefly sum them up here:—

1. "Unprovoked" means that no angry word, or disrespectful act, or unnecessary letter can be charged against me; throughout the whole trying ordeal I maintained entire control of my tongue and temper.

2. "Illegal" means an Officer having been sent on duty on the "bridge," 16th June, 1887, at or near Port Said (in the fierce heat, suffering from Inflammation of the Liver), without my knowledge or consent, Captain Webster having previously arranged for days, to land that sick Officer at Port Said for return invalided to England.

3. "Insulting" refers to Captain Webster's behaviour, that having on the previous voyage treated me in the most friendly manner (*vide* "Statement"), on this second or succeeding voyage, from the first day of sailing (3rd June) he changed his behaviour, not speaking to me at the saloon table, and a lady passenger sitting between him and me at each meal; the Chief Officer even testifying that such change of manner on the part of Captain Webster from the previous voyage "made all the mates feel uncomfortable at the saloon table." Having asked respectfully for Captain Webster's reasons in writing for this painful and intolerable silence, after bearing it for fourteen days—some forty-five meals—and getting no answer, my brain and nerves broke down, and I placed myself on the sick list, but "fit for duty." Captain Webster officially visited me in the presence of the Chief Officer in my cabin on 22nd June, 1887, and said in loud, angry voice, "You eat plenty—hearty appetite, so not sick—therefore, come to table" ("Statement p. 26). Again, when off Colombo, 30th June, he said, "You shan't see the Consul;" I having respectfully expressed a wish to see the Consul or Attorney-General for advice and *protection*.

4. "Cruel" refers to Captain Webster saying to me at

Penang, "You are not sick; I have taken your name off the sick list out of Log Book days ago" (or words to that effect). Yet the same day, 8th July, I was examined (I was ordered by the Colonial Authorities to be medically examined) by the two Colonial Surgeons separately, and each Surgeon certified I was so ill as to be taken (out of the ship) to the General Hospital, Penang, next morning, 9th July, 1887!

N.B.—Captain Webster, being well aware for months that I suffered from "Insomnia," by his recent treatment alluded to above, aggravated that symptom by all this worry, and such like conduct in Medical Jurisprudence implies cruelty and probably malice.

I beg to state I have been leaving the matter in the hands of the Medical Superintendent, Ocean Steamship Co., begging for an impartial investigation by Mr. Alfred Holt, on arrival home of S.S. "Prometheus;" but the Medical Superintendent has interviewed me, and also written to me, with palpable bias stating, in his official memo. to me of 1st September, his conviction that "cerebral irritation has been gradually unfitting me for the life of a Ship Surgeon," and advising me not to wait for Captain Webster's return, but to accept "£5 and go and live with my friends."

This would be wrong, I submit, even to Captain Webster, whose conduct needs investigation in his own best interests (as my friends will insist on my character being cleared), and the Ocean Steamship Company will not, I fear, recommend me to another Company, unless there is a public and impartial investigation by the Board of Trade or other Government body.

I am a poor man, and cannot afford a legal action.

I beg to add that the Penang Correspondence enclosed will prove that my complaint was officially lodged with the Master Attendant Captain Bradbury, before I was ordered to "sign off articles" (in hospital, instead of in the presence of the Harbour Master—which was illegal, I believe), and the Master Attendant Captain Bradbury's official letter to me (No. 199, 14th July, 1887) shews he could come to no decision in consequence of Captain Webster giving his "Statement at a separate time," when he

could have, and ought to have, been present when I made my Statement by his (Captain Webster's) order to me.

I beg leave to state I am still weak and suffering from this mental worry, since June, 1887, over three months. The physicians (Dr. Charlton Bastian, F.R.S., University College, London; Dr. Althaus, Harley Street; Dr. Glynn, Liverpool) say I cannot get well until this matter with the Ship's Captain is cleared up, and will induce (if prolonged) disease of the brain.

I have the honour to be, sir,

Your obedient servant,

C. H. LEET, F.R.C.S., Eng.

The Assistant Secretary,
Marine Department,
Board of Trade,
London.

Reply from Board of Trade to above.

Any further communication should be addressed to

THE ASSISTANT SECRETARY
(MARINE DEPARTMENT),
BOARD OF TRADE,
LONDON, S.W.

And the following letter and number should be quoted :—

M 16652

Telegraphic Address,

BOARD TRADE, MARINE,
LONDON.

BOARD OF TRADE,

(MARINE DEPARTMENT),

LONDON, S.W.,

13th September, 1887.

CERTIFICATES.

SIR,

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 8th instant, relating to your treatment whilst on board the Steamship “Prometheus,” and, in reply, to inform you that your complaints are not of such a nature as to justify the interference of this Board.

The enclosures to your letter are returned herein.

I am, Sir,

Your obedient Servant,

THOMAS GRAY.

C. H. LEET, Esq., F.R.C.S.,

CONVALESCENT HOSPITAL,

WOOLTON, LIVERPOOL.

Copy of my second Letter to Board of Trade.

SEAFORTH, LIVERPOOL,

13th August, 1889.

SIR,

I have the honor to submit for your favourable consideration this my respectful application for an official inquiry into my complaints against the managers of the White Star and Cunard Steamship Companies, Liverpool, for their action in dismissing me and refusing to re-appoint me to the post of Ship Surgeon in these public Atlantic Passenger Lines—causing me loss of character and livelihood so that I am now practically boycotted from further employment in the British Mercantile Marine Service, after eight years of special training and sea experience—the Cunard breaking their official promise (Vide Appendix A) to re-appoint me this spring.

The real ground for their action has been the fact that I have had the courage and conscience to report to them in writing, officially and respectfully (in the case of the White Star, after a patient delay of three years) certain serious abuses and insanitary conditions, gravely affecting the health of the travelling public—American and British—saloon and steerage.

Upon the enclosed post card are stated some of these abuses.

I would respectfully point out the hardship of our present position as ship surgeon, that whereas in the case of Poor Law Medical Appointments, the medical officer cannot be removed without the sanction of the Local Government Board. We, poor despised, unprotected Ship Surgeons can be kicked out at the end of any voyage without warning, or reason given, or a day's pay to start medical practice in private life, as I am now compelled to do without any private means whatever.

Is this custom reasonable or just?

Will Fellows of the medical colleges, like myself, with a spark of self-respect or professional dignity submit to such humiliating treatment?

Yet, if we elect to "keep in" with the managers, we must insult and silence our consciences and share the risk and disgrace of a public investigation, such as it is my duty now to request of the President of H. M. Board of Trade.

Your emigration officers, in Liverpool, apparently acquiesce in at least one of the abuses, namely, the Cunard manager, officially and systematically since 1885, suppressing part of the ship surgeon's official Report required at the end of each voyage by the Board of Trade.

I beg to state that our Medical Journal (vide *British Medical Journal* leading Article, 14th July, 1888—*Lancet's* Commissioners Report, on Port of Liverpool Emigration, 15th December, 1888, Appendix F) have repeatedly indicated that increased powers are required from Government for your department to carry out the necessary reforms in the medical department of the mercantile marine, and that public opinion, American and English, if brought to bear will expedite the movement.

I may, therefore, take the liberty upon receipt of your official reply to submit printed copy of this correspondence to His Excellency, Oliver Ames, Governor of Massachusetts, U.S.A., who kindly assisted me in studying the American Immigration Question, etc.; also to the Governor of New York City and to many influential friends in U.S.A. and England.

I beg leave, respectfully, to record the fact that my character sustained serious damage in shipping circles by your refusal to investigate my former complaint of "illegal, cruel, unprovoked and insulting treatment" in the Alfred Holt Line S.S. "Prometheus," vide your letter M 66652, 13th September, 1887.

That treatment had resulted from the late Captain Gleadell, S.S. "Celtic," White Star Line, slandering me to Alfred Holt's commander of S.S. "Prometheus." Messrs. Ismay, Imrie & Co. refusing to investigate my official written complaint of that slander, in their letter to me of September 6th, 1887—another act of injustice on their part.

This apparent combination of three powerful steamship

companies to boycott me has now been successful—so damaging to my public character that I felt in honor bound to withdraw my application for employment in the Union Cape Steamship Company, although recommended personally by my friends, the deputy chairman of the company, Frank H. Evans, M.P.; Sir Henry Barkly, late Governor of Cape of Good Hope; Samuel Plimsoll, Esq.; and Sir A. Slade, Bart., through Dr. Robson Roose, of London (vide their letters Appendix D).

And what has been my crime?

Too zealous discharge of duty to the Board of Trade, the shareholders, the American and English passengers, and the crews.

I beg to enclose—

Appendix A. The Cunard managers official promise of re-appointment and their subsequent refusal upon frivolous grounds, “Preference given to younger men”! 16th, March, 1889.

Appendix B. My letter to White Star Managers, 10th June, 1889, for re-appointment, and their official refusal on the following day. “Quite unable to hold out any encouragement of our being able to avail of your services.”

Appendix C. The printed post card stating some of the abuses.

Appendix D. Union Steamship Co.’s correspondence.

Appendix E. Letters re-printed from the *Boottle Times*, containing recommendations for the better safeguarding of life and health on shipboard.

Appendix F. Printed book of my forty-three testimonials, with letter to American and British steamship acquaintances, and extracts from *Lancet* and *British Medical Journal*.

I have the honor to be, sir,

Your most obedient servant,

C. D. LEET, F.R.C.S., ENG.

The Assistant Secretary,

Marine Department,

Board of Trade, London, S.W.

SEAFORTH, LIVERPOOL,

17th August, 1889.

SIR,

I have the honour to inform you that by an oversight which I deeply regret, an incorrect addendum was attached to, and forwarded with, my letter to you on the 15th inst. May I respectfully request that the enclosed correct addendum be substituted for it and duly attached to the said letter of the 15th inst.

I beg leave to add that the whole of the Reports, letters, etc., bearing upon my official life in these steamship companies have been carefully copied *in extenso* on brief paper by a solicitor's engrossing clerks, and thus are ready for publication, or for the perusal of your solicitors in Liverpool.

The loss of character and livelihood I have sustained as the result of the humiliating position of ship surgeon so wholly unprotected by H.M. Board of Trade, has the sincere sympathy of the leading medical men of Liverpool, and of the staff of the British Medical journals.

I have the honor to be

Sir,

Your most obedient servant,

C. H. LEET,

F.R.C.S. ENG.

The Assistant Secretary,

Marine Department,

Board of Trade,

London.

ADDENDUM.

My official sanitary Reports or letters submitted to Messrs. Ismay, Imrie & Co., White Star managers, dated respectively 3rd of June, 1885 (addressed to Mr. J. Hughes, assistant manager); July 30th, 1886; October, 1886 (accompanying S.S. "Celtic" Surgeon's Log Book); 13th December, 1886, submitted after my dismissal by Mr. W. S. Graves, one of the firm, on 2nd November, 1886—although several of them carefully registered at the Post Office to ensure delivery—were neither acknowledged by writing, nor alluded to directly or indirectly to me until the day of my dismissal, 2nd November, 1886. The above mentioned dates are taken from my letter to the managers asking for re-appointment, dated 10th June, 1889, which letter is enclosed herewith in Appendix B.

In the case of the Cunard Steamship Company, in consequence of relying upon their general manager's promise of 2nd November, 1888, to re-appoint me in the spring. I went home to Witton-le-Wear, and refused medical practice with midwifery engagements for February, March, and April—then upon receipt of the general manager's letter of 16th March, 1889 (vide Appendix A), breaking his promise—I submitted the matter to the Directors of the company, enclosing a careful list of some abuses and insanitary conditions which had come under my personal observation whilst holding the position of ship surgeon, in their Atlantic passenger steamers in 1888-89—together with recent lay and medical testimonials—trusting that such evidence of conscientious and courageous discharge of duty might afford some claim to be re-instated as their ship surgeon, but the Directors supported their general manager's action, and so I was practically dismissed, with loss of character and obliged to start in medical practice here, in Seaforth, Liverpool, without private means—snubbed by the Steamship Companies' lowest employés.

C. H. LEET, F.R.C.S.

Reply from Board of Trade to above.

Any further communication should be addressed to

THE ASSISTANT SECRETARY,
(MARINE DEPARTMENT),
BOARD OF TRADE,
LONDON, S.W.

And the following letter and number should be quoted :—

M 15933 and 15990.

Telegraphic Address,
BOARD TRADE, MARINE,
LONDON.

BOARD OF TRADE,

(MARINE DEPARTMENT),

LONDON, S.W.

21st August, 1889.

EMIGRATION.

SIR,

In reply to your letters of the 15th and 17th instant, complaining of your having been dismissed from the service of the Atlantic Steam Ship Company, I am directed by the Board of Trade to state that the appointment of Surgeons to ships sailing under the Merchant Shipping and Passengers Acts rests with the owners, and this Board have no power to interfere in your behalf.

The enclosures in your letter are returned herein.

I am, Sir,

Your obedient servant,

GEORGE J. SWANSTON.

DR. C. H. LEET, F.R.C.S.,

SEAFORTH,

LIVERPOOL.

APPENDIX A.

THE CUNARD STEAMSHIP CO., LTD.,
GENERAL MANAGER'S OFFICE.

8, WATER STREET, LIVERPOOL,
2nd November, 1888.

DEAR SIR,

It is with regret I have to inform you, that in consequence of laying one or two vessels up for the winter, I am obliged to give the medical charge of the "Gallia" to your senior in our service ; but that on the resumption of the spring traffic, if you are disengaged, I hope to offer you a similar position.

I have pleasure in stating that, during your six or seven months' continuous service with us, in charge of a large number of emigrants and cabin passengers, your conduct has been entirely satisfactory to those captains under whose command you sailed.

Yours truly,

THOS. BOUMPHREY,

General Manager.

DR. LEET.

(Copy.)

CUNARD Co.,

GENERAL MANAGER'S OFFICE.

LIVERPOOL, *16th March, 1889.*

DEAR SIR,

Your letter of yesterday is received. Unfortunately our passenger season has not opened so well as we anticipated, and sailings we had intended to make have been put back. Owing to this, and to the fact that we think it desirable to give preference to younger men, I regret to say there will be no opening for your services.

Yours truly,

THOS. BOUMPHREY,

General Manager.

TO DR. LEET.

APPENDIX B.

My letter to White Star managers of 10th June, 1889, asking for re-appointment, although forwarded to the Board of Trade, is not re-produced in this pamphlet as the facts it contained are already recorded, but here follows copy of their official refusal to re-appoint me on the day following.

10, WATER STREET, LIVERPOOL,
June 11th, 1889.

DR. C. H. LEET,
9, STRAND, LONDON.

DEAR SIR,

We return the documents which accompanied your letter of yesterday in support of your application for re-appointment in the White Star steamers, and in reply have to inform you that our staff is at present quite complete, and as there are no changes likely to occur, which are not already fully provided for, we are quite unable to hold out any encouragement of our being able to avail of your services.

Yours faithfully,

ISMAY, IMRIE & CO.

APPENDIX C.

Copy of Post Card.

Respectful appeal to the American and British public for an investigation into my complaints against the Atlantic Steamship Co's., viz., that whilst presenting flattering testimonials, they dismissed me because I had the courage and conscience to respectfully report upon such ABUSES as the following:—

IN WHITE STAR LINE.

Regulation steerage passenger space taken up by mails and cargo. Insufficient hospital accommodation. Defective ventilation. Chief Hospital occupied by purser for over two years. Accelerating the death of head steerage steward, Atkinson, through disregard of my medical warnings. My last surgeon's log book full of insanitary facts.

IN CUNARD STEAMSHIP CO.

Systematic suppression of important sanitary information (which is required by the Board of Trade in every ship surgeon's monthly Report to Government), in 1888-89. Human blood in the vaccine lymph supplied for steerage passengers. Ship's hospitals occupied by steerage passengers. Ship's waterways blocked up. Surgeons' cabins most unhealthy. Surgeries defective.

White Star Managers refused (6th Sept., 1887) to investigate Captain Gleadell's slander of me to Alfred Holt. I am now turned adrift without a cent. !

CHARLES H. LEET, F.R.C.S. ENG.

SEAFORTH, LIVERPOOL,

August, 1889.

APPENDIX D.

Union Steamship Co. correspondence not required to be reproduced in this pamphlet.

APPENDIX E.

Re-printed from the *Bootle Times* July 27th, 1889.

ALLEGED CRUELTY ON A CUNARD LINER.

SUDDEN DEATH AT BOOTLE.—THE SECOND ENGINEER IN TROUBLE.

UNFOUNDED CHARGES.

Mr. S. Brighouse, County Coroner, held an inquest at the Borough Police Court, on Tuesday, at 3.30, touching the death of Isaac Macaulay, 18, Ashfield Cottages, Ashfield Street, Liverpool, which occurred at the Borough Hospital on Friday, the 19th instant. The deceased was a trimmer on board the *Pavonia*, which arrived in dock on Wednesday last. He was ill when the vessel arrived, and was removed to the Borough Hospital, where he died as stated above.

Mr. Tobin appeared on behalf of the Cunard Co., the owners of the *Pavonia*.

Richard Macaulay said the deceased was his son. He had stayed with witness when he was ashore. He saw his son taken off the *Pavonia* to the hospital a few days before he died.

Nurse Warburton said the deceased died on Friday, the 19th inst.

The Coroner adjourned the inquest till Wednesday at 4.30, in order that further inquiries might be made by the police.

Mr. S. Brighouse, County Coroner, on Wednesday resumed the inquest at the Police Court, Bootle, on the body of Isaac Macaulay, twenty-five years of age, a coal trimmer, who lived with his father at 118, Ashfield Cottages,

Ashfield Street, Liverpool, who received injuries on board the Cunard Steamer *Pavonia*, from the effects of which he died in the Bootle Borough Hospital on the 19th inst. Inspector Heydon conducted the case for the police, and Mr. Tobin, barrister, appeared for the Cunard Company and Alexander Robertson, the second engineer of the *Pavonia*.

In the course of the inquiry it was stated by the Coroner that charges of cruelty had been made against the second engineer, and he was present to hear them.

Robert Macaulay, of 118, Ashfield Street, said that the deceased was his son. He was 25 years of age, and was a trimmer for the Cunard Company. He saw his son removed from the *Pavonia* on the 17th inst. to the Bootle Borough Hospital. Before he made the voyage witness last saw him on June 18th, at his own house. His son had always lived with him when on shore. He then appeared to be in good health. He only remembered his son being ill once—about two years ago. He scarcely recognised his son on his return, for he was much stouter when he went away. Previous to sailing he was at a camp meeting in Wales. On the 17th inst. he saw his son carried off the ship. He never heard his son speak, except to ask him to look after his clothes.

In reply to Inspector Heydon—his son had a black eye, and one of his shoulders and his ribs on both sides were black. His son did not tell him anything of this. He asked his son what was the reason of his being in this state, but he did not seem able to answer, though he tried. In consequence of what the porter at the hospital told him, he went to the police.

By Mr. Tobin—His son was a fine, strong fellow, and did not suffer from anything except pneumonia two years ago. He did not believe his son was easily affected by cold. He never saw an old wound on the instep of his son's left foot. He was always active. This was his first voyage to sea.

The Coroner—I was under the impression that he had been many voyages.

Mr. Tobin said that on the articles signed by deceased it was stated that he had last sailed on the *Spain*.

The Coroner—They sometimes say such things.

Witness said his son had never sailed before.

The Coroner—What was his occupation?

Witness—A header of casks. He was in constant employ for the last two years until three weeks before he sailed in the *Pavonia*. He left his former employment in consequence of slackness of trade. He did not leave to go to sea because he thought it would do him good, but because he did not wish to be idle.

By the Jury—He believed his son was a substitute during the Sailors' Strike. He would have no knowledge of the duties of a fireman. Witness afterwards said he could say positively that his son had no wound on his instep.

Nurse Warburton, Bootle Hospital, said the deceased died at the Hospital on the 19th. She did not see him when he was admitted. He was under her care at nine that night (Wednesday), and on Thursday night. He was not able to make any statement during the time she was there.

By Inspector Heydon—He spoke to me but not sensibly.

John McLoughlin, 15 court, 6 house, Darnley Street, Liverpool, said he was a fireman on board the *Pavonia*. He sailed in that ship on her last voyage from Boston, when she arrived in dock on Wednesday. Macaulay was his trimmer; he supplied witness with coal. He was able to do his work. He refused to do it two or three times on the voyage home. He had worked all night going out. He did not complain of being ill at Boston, not until they were two days out of Boston. He lay in his bunk and Mr. Robertson, second engineer brought him out and set him to work again. He could not say what

day this happened, but it was between twelve and four. Deceased commenced to work when the engineer brought him down about two o'clock, and he worked until about four o'clock, the end of the watch. Witness now said it was about three days out of Boston that deceased complained—they started on Saturday, July 6th. When they were about five days out deceased refused to do his duty. When the engineer was shouting at him he supposed deceased got faint-hearted. He said he felt ill and he was away that watch. Macaulay stayed in the forecabin when he was sick. There is a hospital on board, but as this was his (witness's) first voyage he could not say whether it was for firemen or trimmers. He had seen Macaulay stagger about with weakness. He saw him sitting on the coal and he was bleeding from the mouth. Witness said he could not say what day it was, but it might be Wednesday or Thursday, in the twelve to four watch. He had seen deceased working an hour before this. When he saw deceased bleeding from the mouth Robert Newcomb, a fireman, was there. Macaulay did not say what had caused his mouth to bleed. The second engineer was in the coal bunk when witness looked in an hour before. Deceased worked the next watch and when about seven days out from Boston he again complained of being ill, two days after he saw his mouth bleeding. Macaulay was shifted from under him and Newton was put in his place. Macaulay trimmed coal for other firemen, but he was ill all the time. Witness did not know anything about Macaulay having attempted suicide by jumping over the side of the vessel, and he had never seen anyone strike him. They were ten days and a half on the voyage, and Macaulay worked for witness up to the last three days.

In answer to the Coroner, witness said that he was not in the employ of the Cunard Company now. He was not going to sail in the Pavonia on the following day. He had not seen Robertson since the 17th inst. until that day.

In answer to Mr. Tobin, witness said he never heard anyone say that Robertson had struck Macaulay. He did not hear that Macaulay had told the doctor that the bleeding of the mouth was caused by a fall on the coals in a fainting fit. Witness had previously seen deceased fall in a fainting fit, and he and Robertson had carried him in and had done all they could to help him. Robertson had always treated Macaulay well. Macaulay was always complaining of the heat.

Inspector Heydon said there was an officer in court who would state that witness did speak to him about the bleeding in the mouth.

Witness said he did not say to P.C. 46 that the bleeding of the mouth was caused by a blow from the second engineer, Robinson. He had made no statement.

In answer to Mr. Tobin, witness said that he was at the Cunard office, where he had made a statement.

Robert Wm. Newnham, Moses Street, Liverpool, said he was a trimmer. He had been a trimmer once before, when he worked his passage from Boston. On the last voyage of the Pavonia he was paid. He worked with Macaulay, who seemed to be in good health going out. They started on the return voyage on Saturday, 6th inst. He did not see Macaulay struck, but he saw him after he was struck. This was when they were about three days out. He saw Macaulay about five minutes before he was struck. Deceased was sitting on some coal in the bunk, and complained of being poorly. Five minutes afterwards witness saw deceased lying on the coal on the broad of his back bleeding from the mouth. Deceased told him that he had been struck by some person who was not present at the time. Deceased lay on the coal for about an hour and a half or two hours bleeding from the mouth. Witness next saw deceased in his bunk at five o'clock. Deceased only worked one watch afterwards. Witness had never seen anyone strike Macaulay.

In answer to Mr. Heydon witness said he was told by persons that deceased had made an attempt to jump overboard, but the second engineer stopped him.

In answer to Mr. Tobin witness said he had no spite against the second engineer. He had been fireman first, but he was disrated by the second engineer and made a trimmer, which is a lower grade.

In answer to a Jurymen—The firemen were all non-union men.

Dr. Cade, surgeon on board the Pavonia, said he was on board the ship on the last voyage to and from Boston. On the return voyage Macaulay came to him on the 17th suffering from a slight attack of diarrhœa. Witness did not enter minor cases in his book (handed to coroner). Macaulay was with him on the 8th, but he did not consider him in a dangerous condition. On the 10th witness sent the deceased off duty suffering from an enlargement of the groin. Macaulay went on duty that night of his own accord. On the 11th deceased came to witness suffering from pneumonia in both lungs, and witness ordered him off duty permanently. On the 12th Macaulay was no better.—Here the doctor explained that the book handed to the coroner was not written at the time, but copied from notes made at the time. The book was written upon the day of reaching port. On Wednesday Macaulay seemed better in the morning, but worse in the afternoon. During the whole of the time Macaulay had never complained of having received injuries, but that deceased exhibited symptoms of violence on Wednesday when he came to witness with a cut on the bridge of his nose, which was bleeding. He said he had got it down in the stokehole from a blow with the coal. Witness did not think that this blow had any influence on the health or the death of Macaulay.

In reply to Inspector Heydon, witness said that of his own knowledge deceased did not work after the 11th. There was no truth in the statement that Macaulay had applied to be allowed to go off duty, and the doctor had refused.

In reply to Mr. Tobin, witness said he never saw any cut about the mouth of deceased. Deceased would be more easily affected by cold or heat in consequence of his suffering from pneumonia. Witness prescribed for deceased, but Macaulay did not always follow his directions, and this would affect his health.

By the Coroner—Macaulay had never complained of being struck by Robertson.

In answer to one of the jury, witness said that he heard that water from a hose was poured on Macaulay, to revive him from a faint. It was quite right to use water in this case.

Dr. Johnson, house surgeon at the Borough Hospital *pro tem.*, said that deceased was brought to the hospital on Wednesday. He was suffering from inflammation of both lungs. It would not do deceased any good to remove him in the condition he was. Deceased was not sufficiently conscious to tell witness anything about himself. He died on Friday from inflammation of the lungs.

In reply to Inspector Heydon, witness said he saw no discolouration on the shoulder or ribs of deceased.

Dr. Sprakeling, medical officer of health, said he had made the post-mortem examination of the body. He did not find any marks of violence, but the congestion of the lungs was very marked. He was of opinion that death had been caused by the pneumonic condition of the lungs and the fatty condition of the heart. The morbid condition of the other organs seemed to prove that deceased had had typhoid fever.

Inspector Heydon said that the police had never been of the opinion that Mr. Robertson used violence to the deceased.

Mr. Alexander Robertson, second engineer of the Pavonia, said he had never struck the deceased. He had not thrown coal at him, nor had he ill-used him in any way.

The Coroner then summed up, and the jury returned a verdict of "Death from natural causes."

THE S.S. "PAVONIA" FATAL CASE.

[TO THE EDITOR.]

SIR,—The report of the coroner's inquest in this case in your last week's issue is very melancholy reading, and as similar cases occur from time to time I send you, in the best interests of the steamship companies themselves, a few out of many recommendations submitted by me this spring to the Directors of an old-established steamship company, having been obliged myself through ill-health to take the post of ship surgeon in several first-class passenger lines:—

"Recommendation for the appointment of a Shore Surgeon or Medical Superintendent to supervise and instruct young ship surgeons in their duties, to receive and forward their official reports to the manager, etc."

"The surgeon's log-book to contain daily entries of every sick person on board over two or three days ill, together with record of the daily treatment. Reports of all serious cases being submitted in writing to the commander for *bona fide* entry in the ship's official log-book on the day submitted. Post-mortem examination of members of the crew in cases of sudden death."

"The medical Superintendent to advise young surgeons to be constantly on the alert for cases of injury or disease. Also to avoid intimacy with passengers and officers on board, such as drinking and smoking in their cabins; any disrespect or snub to the surgeon to be entered in his log-book, copy being submitted to the commander at the time. Surgery: To encourage attention to duty and professional study by providing a surgery on upper deck in pure atmosphere and good light properly fitted up."

"Ships' hospitals to be under the surgeon's charge, whether occupied or not."

"The Medical Superintendent should advise the Marine Superintendent upon the state of health of officers and crew. Officers suffering from serious chronic disease should not be employed (they might suddenly expire on the bridge), and delicate stewards soon break up in the unhealthy steerage atmosphere."

"Sick Firemen—How many surgeons are considerate enough to exempt from the rule of fixed hours three times daily for the surgery to be open in the case of sick firemen, and be glad to see them at the surgery before or after any watch, as their duties are heavy?" Such was my practice.

Bearing still more closely on the Pavonia case, I would urge ship surgeons to obtain permission from the managers, before going on board, to early admit sick members of the crew into one of the three or four ship hospitals, where diet and medical treatment can alone be satisfactorily carried out, giving the man a fair chance of his life.

Firemen require immediate medical attention, as only the exact number of duty men are carried, so that every man laid up means six hours' watches for his substitute—fearfully hard work. Hence it is of vital importance to the engineers to have a painstaking and vigilant surgeon.

Were the status and duties of the ship surgeon professionally supervised by a "shore boss," a class of thoughtful, experienced, and contented medical officers with robust self-respect would thus be organised. All would then work harmoniously on board, human life would be effectually safeguarded, and such lamentable cases as that of poor Macaulay become well nigh impossible.—Yours, &c.,

C. H. LEET, F.R.C.S., Eng.

Seaforth (Liverpool), 29th July, 1889.

Re-printed from the *Bootle Times*, August 17th, 1889.

DEATH OF ANOTHER TRIMMER IN THE ATLANTIC PASSENGER TRADE—

A WARNING AND AN APPEAL.

(TO THE EDITOR).

SIR,—Only last Saturday week you had the goodness to publish my letter alluding to the poor trimmer who had been landed in a dying condition on the 17th July, from the Cunard s.s. "Pavonia," containing some recommendations bearing upon the better safeguarding of human life of members of the crew in this stormy trade, pointing out in particular that the class of firemen (including trimmers, of course) require "immediate medical attention, as only the exact number of duty men are carried, so that every man laid up means six hours' watches for his substitute—fearfully hard work;" this remark having great force in the case of "green hands"—untrained men. May I now transcribe the account of the coroner's inquiry into the second fatal case:—

DEATH FROM BLOOD POISONING.—At the Coroner's Court, Dale Street, yesterday, Mr. Clarke Aspinall and a jury inquired into the circumstances of the death of John William Davies, 25 years of age, a carter, who lived at 10, Hughes Street, West Derby Road. Davies a short time ago left his employment as a carter, and was engaged on board the White Star steamer "Britannic" as a coal trimmer. Whilst climbing in a coal bunker for some of the fuel he fell and hurt his left hip, and when he arrived home he found himself incapacitated from further work in consequence of this injury. Last Tuesday he was taken to the Mill Road Infirmary, where he died on Friday last from blood poisoning, caused by an abscess set up by the injury to the hip. The jury returned a verdict of "Accidental death."—*Liverpool Courier*, August 7th.

Yesterday, Sunday afternoon, 11th August, I visited the poor widow, residing with her baby and her old mother at 10, Hughes Street. Their story may be thus condensed:—"Our Jack was out of work; without our consent he engaged as a trimmer on board s.s. "Britannic," White Star Line, 26th June. At New York several men deserted from the ship, throwing more work on the remaining acting trimmers, of whom again some laid up on the homeward passage. Sailed from New York on 10th July, and had the accident on the 12th, but he would not report sick. Worked up to day of discharge, 20th July; received wages £3 7s., and character "V.G." When he arrived at their cottage door the wife exclaimed, "Here is our poor Jack with death in his face." Nursed him a week at home, paying a doctor. His leg was drawn up and hip contracted. Admitted into hospital 30th; operation 31st; died on 2nd August; coroner's inquiry on the 6th August. Funeral expenses £4 17s. 6d. (I saw the receipted bill); club money £7. Upon this sad story I will only offer one word of warning—the result of practical observation: That no man without previous sea experience of two or three voyages as fireman or trimmer should be ordered watches longer than the regulation time. Good and willing hands should not be overworked. The surgeon should inspect men after every six hours' watch. In fact the engineers in Bootle and Liverpool have great difficulty in securing efficient trained men under the present unsatisfactory system, or rather want of system, of engagement.

Finally, a word of appeal—May I commend the case of this widow and fatherless child to the charitable public?*

The Aged Mariners' Home receives "munificent donations," but if human life on board the Atlantic passenger steamers (in the firemen's room) be not more carefully supervised, a fund should be started for the relief of the families of this most useful class, who have lost their bread-winners through blood-poisoning in the conscientious discharge of unhealthy and exhausting duties.—Yours, &c.,

C. H. LEET, F.R.C.S., ENG.

Seaforth, Liverpool,
12th August, 1889.

* The White Star Co., sent the widow Five Pounds as a result of this appeal.

APPENDIX F.

“SHIP OWNERS, SHIP SURGEONS, AND SHIP PASSENGERS.”

“The President of the Board of Trade tried to shift the blame (referring to mis-appropriation of Hospitals through Dr. Tanner’s question in Parliament) on to the Ship’s Surgeons—it was their duty to see that the requirements of the law are not evaded, if they have been evaded, then the surgeons who have not reported the evasions have failed in their duty. * * * What has been the fate of surgeons who have found fault, for although the Board of Trade has not heard of it, fault has been found, as might be ascertained on application to the Local Government Board. Are any of these courageous surgeons afloat now? Is it not well known that much less than a formal complaint, even a protest, or a suspicion that the surgeon once, for an imprudent moment, thought of making a protest, is enough to lead to instant dismissal? Are not the agreements between the Steamboat Companies and surgeons so drawn, that these officers are at the mercy of the Companies who may even refuse, without reasonable cause given to pay a salary fairly earned? When the Public Health service of this country comes to be reformed on a sound basis, it will be necessary to make the Health Department responsible for the supervision of the health of the passengers carried by emigrant and trans-oceanic passenger ships; then the responsibility would be met, now it is shirked because it falls upon a Board which has no Sanitary Advisers. The Board of Trade does not understand the gravity of the case, or the importance of its duties in this matter, and in consequence, very serious inconvenience and expense are inflicted upon our Colonies and upon the United States * * * Obviously the ship ought to carry some independent officer responsible, not to the *Ship owners whose interest it is to smother complaints*, but to the department whose business it is to investigate them. Such an officer the Ship’s Surgeon might be, and where the place has been tried, as in the Emigration services of the Australasian Colonies, he has well discharged his duties * * * Sooner or later the United

States and our Colonies will grow tired of waiting, and the Board will have to take down the tape-bound parcel of papers from its shelf, and find, under external compulsion, a solution to a difficulty which might now be made to cease to exist, by the simple expedient of doing what is just and right because it is right and just."

[Leading article, dated 14th July, 1888, *British Medical Journal*.]

Report of *Lancet* Special Commission on British Emigration Service.

* * * "If the Surgeon on board were quite independent of the proprietors of the ship and owed his appointment to the Sanitary Authorities, all ship owners would have to observe the same rules and standard of excellence. At present the *Surgeons are in great need of some form of protection to render them independent of the Captains and Owners*. Such a reform would have for effect the introduction of a better class of surgeons into the service, and this would be a great advantage to the shipowners. Also it is *urgent that the Surgeons on board ships should be instructed to make full reports*."

Report on Port of Liverpool Emigration.

December 15, 1888.

N.B.—The italics in the Extracts are mine.

My Letter to Captain Gleadell upon his Slander.

CONVALESCENT HOME,

WOOLTON, NEAR LIVERPOOL,

3rd October, 1887.

CAPTAIN GLEADELL,

S.S. "Germanic."

SIR,

May I submit for your information the remarks of Capt. J. R. Webster, of S.S. "Prometheus," on or about the 1st June, 1887 (to me), in these words:—"By the way, I got an awful report of you from your late Captain, yes, a fine report," or words to that effect.

As a medical man's livelihood depends upon his character, I shall be greatly obliged if you will inform me as to the truth or otherwise of that statement, as it was made seriously, and probably has been the cause of Capt. Webster's extraordinary behaviour to me on board S.S. "Prometheus."

I beg to add that Messrs. Ismay, Imrie & Co. in their memo. of 24th May, 1887, say to me:—"We are obliged for your offer of services, of which we regret we are unable to avail, as we have no opening."

Would the managers have so written if anything serious or "awful" had been recorded against me?

Hoping to hear from you before you sail, as I am greatly distressed by this report.

I am, Sir,

Yours faithfully,

C. H. LEET, F.R.C.S.

Forwarded to White Star Office, *care of Mr. Bruce* being written on the envelope.

No reply! contemptuous silence!!

Extract FROM MY DIARY, May 2nd, 1888.

NEW YORK, S.S. "AURANIA."

Captain Hains' Statement.

"Visit of Captain Hains to ship; cautioned me not to order any drugs not actually necessary (at New York.) 'Oh! that is the doctor who orders so much medicine (was said at the Cunard office), last voyage he emptied his medicine chest,' said Capt. Hains. So *cave!* I told Captain Hains in reply that '165 prescriptions were dispensed on outward voyage, so that I *have* to give medicines. Total passengers and crew outward voyage 1284.' Here follows extract from 'Surgeon's Report of Practice', S.S. 'Aurania' for above voyage:—"The steerage passengers "homeward are in many instances in delicate health, and continually applying for medical treatment and medicines, hence "the apparently large expenditure from the medicine chest, but

“it is in the interests of the service to be courteous and attentive to all applying for medical relief.”

“Chemists’ bill in New York three dollars for Lithia water for Commander’s use.” (From official letter to Directors *Cunard Co.*, 27th March, 1889.)

Copy of my Letter to the Cunard Directors.

WILTON-LE-WEAR, DARLINGTON,

8th April, 1889.

SIR,

I have the honor to acknowledge the receipt of my packet of testimonials and letters from friends with your letter of the 6th inst., informing me that the Directors had read my *communications, for which I beg you will have the goodness to convey to them my grateful thanks, and at the same time the respectful expression of my disappointment that the disastrous effect upon my public position in Liverpool shipping circles,—the logical result of your general manager’s action dismissing me from the Cunard—has received, so far, no consideration at their hands. However, as individual interests are trifling compared with those of a great British Company I beg leave to submit most respectfully the enclosed, my final letter,† dated 27th March, 1889 (and only held back awaiting your official letter of the 6th inst.), upon the subject of a medical superintendent over your *young* surgeons, submitting facts recorded at the time they severally occurred in your passenger steamers while in my medical charge, and with suggestions now respectfully drawn therefrom.

I have the honor to be, sir,

Your most obedient servant,

C. H. LEET, F.R.C.S.

A. P. MOORHOUSE, Esq.,

SECRETARY

CUNARD S.S. Co., LIMITED, LIVERPOOL.

* Fifteen pages of brief paper, being letters dated 18th, 19th and 24th March, 1889.

† Twelve pages of brief paper.

N.B.—These letters will be read out to the public at my lecture (see Preface).

*Copy of Board of Trade Orders to every Ship Surgeon in the
Atlantic Passenger Trade.*

GOVERNMENT EMIGRATION OFFICE,

LIVERPOOL, 11th December, 1888.

I approve of DR. C. H. LEET, taking charge of the Passenger Ship "Scythia," of Liverpool, under the provisions of the 42nd Section of the Passengers Act, 1855.

J. DE VERE HILL,
pro Emigration Officer.

It is desirable that Surgeons in charge of Passenger Ships should keep a record of any sickness that occurs on the voyage, whether among Saloon Passengers, Emigrants, or Crew, and should report the same to this Office * at the end of the voyage, making special mention of the following particulars :—

Date of commencement of voyage.

Date of termination of voyage.

Date of the commencement of any infectious or contagious diseases, the number of cases, and the number of families affected.

Has the Ship been disinfected?

State the number of deaths and their causes.

Was the ventilation sufficient? if not, state where it was defective.

Were any complaints made by the Emigrants? if so, state what complaints, and what steps were taken in each case.

* The report should be addressed as follows :—

O. H. M. S.

The Emigration Officer,

Board of Trade Offices,
Liverpool.

Cunard order to their Ship Surgeons upon the Form of Report to the Government Emigration Office *omits* the subject of "Disinfection of the Ship after Contagious disease on Board" and the questions,

"Was the ventilation sufficient? if not, state where it was defective."

"Any complaints made by Emigrants, &c."?

Copy of Cunard Order altering the above.

8, WATER STREET,
LIVERPOOL.
23.9.85.

Cunard S.S. Co., Limited.

GENERAL MANAGER'S OFFICE.

The Surgeon S.S. "Gallia."

DEAR SIR,

In future you will please furnish the Emigration Officer with the following particulars, viz. :—

Date of commencement of voyage.

Date of termination of voyage.

Date of commencement of any infectious or contagious diseases, the number of cases, and number of families affected.

State the number of deaths and their causes.

Such Report to be sent in the Ship's despatch box under cover to me.

Yours truly,

F. W. MASSEY,

pro GENERAL MANAGER.

Cunard Orders to me to alter the above.

The General Manager orders ME to suppress Sanitary information, 14th May, 1888, viz. :—(from my Diary *verbatim*.)

"Reported myself (May 14) to General Manager—wrote out Report afresh, in the office, for the Board of Trade. The General Manager was angry that I had stated in the Report that (after the infectious case of measles had been removed to Hospital by

Castle Garden Authorities) "her bedding had been thrown overboard, and the berth thoroughly disinfected on the day—28th April, 1888—the disease was detected." The General Manager said, "We don't give any information about Sanitary matters to the Board of Trade, you must carry out our usual Form of Report, furnished to the Ships' Surgeons on this subject. Sit down and write this Report afresh, leaving out the clause about the disinfection." (See my letter of 27th March, 1889, to the Directors of the Cunard Steamship Company, submitting a careful list of some ABUSES and insanitary conditions in their ships).

Cunard Order on Hospitals.

CUNARD OFFICIAL ORDER TO THEIR SURGEONS UPON THE
SHIPS' HOSPITAL.

(*Copy.*)

"The Hospitals are to be under the Surgeons charge only when occupied by patients, at which time he will be responsible for their cleanliness and proper ventilation. When unoccupied they are to be at the Captain's disposal."

Letter to the Editor of "Seafaring."

SIR,

For the past eight years, while holding the position of ship surgeon in the first-class Atlantic, Pacific, China and Australian Passenger Steamship Lines, I have been naturally interested in the physical welfare of our British crews.

Such questions as the following press for consideration :—

1. Should not the Sailors and Firemen of the National Amalgamated Sailors and Firemens Union of Great Britain and Ireland, voluntarily submit to Medical Examination upon joining the Union? that in their own best interests the physically unfit may be weeded out, and the personal health of the reliable and sober toilers be placed under occasional medical supervision in every Branch of the Union.

2. Can it be true that the present system of engagement for each Atlantic voyage permits the runners, employed by the Steamship Companies, to have the patronage and selection of the ship's

sailors and firemen, exposing the runners to the temptation of "tips" from green hands and their own friends, to the probable exclusion, most unjustly of many trained applicants?

3. Would not the Medical Inspection of firemen's rooms, even on some fashionable Atlantic Liners, detect the absence of arrangements for drying their wet clothes and storing their soiled ones—the absence of bathrooms for personal cleanliness—and probably no heating apparatus? With a deck or floor always more or less wet—fruitful sources indeed of chest disease in the Atlantic fogs.*

4. Why should not the inspection of the fore-castle and fire men's rooms be as much the daily duty of the ship's surgeon as the inspection of the steerage decks? Would it not greatly assist the mates and engineers in detecting loafers and removing the genuine sick to hospital for *bond fide* treatment and speedy cure?

5. Does not the stewards department and the "glory-hole" require medical supervision? The public can judge by reading my **SANITARY REPORTS** when they are published.

I am now, sir, settled down, and have opened a surgery here adjoining our Liverpool (North End) Branch of the Union. My old friends, the sailors and firemen, will kindly keep me informed of all matters affecting their health and medical treatment on ship board, the sick and injured members of the crews on arrival home visiting me as they pass up the staircase to the Union room. Will you allow me in a future issue to make some more suggestions?

Yours, &c.,

C. H. LEET, F.R.C.S., Eng.,

Hon. Member of the Union.

116, DERBY ROAD, BOOTLE,
LIVERPOOL, 9th Sept., 1889.

* There was an epidemic of blood-poisoning in the firemen's room in S.S. "Celtic," White Star Line, on homeward passage, June, 1885. About eleven men were almost dying (one did die after removal to deck hospital), Captain Gleadell refused until urgently pressed by me in writing to take the sick men out of the room and place them in hammocks under the forward turtleback, where they all rapidly improved, etc.

At the Liverpool office, the Chief Engineer and Marine Superintendent urged the cause to be Malaria, contracted by sleeping on deck in New York, but the Managers listened to my opinion, that foul emanations from filth under the deck of the firemen's room was the source of the poison, and they found it to be correct, the new deck costing over £100. But the despised ship surgeon was not even informed of the truth of his conviction, and of the new deck, until privately told by one of the Engineers!

N.B.—This footnote did not appear in the original letter to *Seafaring*.

Editor's annotation on above Letter.

“Marine engineers have set other certificated officers an example of what can be done by organisation. There is a considerable number of duly qualified medical men serving as surgeons aboard passenger ships, and they also need organising. The work has been started by one of the oldest and most influential surgeons afloat, who is a staunch friend of *Seafaring*, and of the Sailors' and Firemen's Union. By bringing other surgeons into the fold he will not only do a good thing for them, but for the Union, as it will be all the better for having as members men of such superior education as surgeons usually are.”

BOSTON HERALD, U.S.A.

Special Correspondent—

ARTHUR WARREN.

19, BROMPTON SQUARE, LONDON, S.W.,

March 25th, 1889.

DEAR DR. LEET,

It is with the greatest possible pleasure that I add to the already long list of testimonials which you are fortunate in possessing, and which I am sure you deserve in every respect. Knowing as I do, the earnest and thoroughly faithful manner in which you discharge your duties, and appreciating as I do, the close study and long experience which you have given to all Sanitary matters connected with international Marine Passenger traffic, and your intimate knowledge of all that is required of Ships' Surgeons in the Atlantic service especially, I am bound to say that your withdrawal from that service would be a real public loss. In all my travelling I have never met a man so thoroughly qualified for the position you fill, and I am certain that the Steam Ship Company which engages you will have the right man in the right place. If there were more men like you in the service the service would be so much the gainer. Indeed so clearly am I

conscious of your professional merit, my dear Doctor, that I cannot refrain from expressing the hearty wish that circumstances could be shaped so as to give you the Medical charge of all the Emigration passing through and from English ports to the United States. You are surely needed for the work.

Believe me with every good wish for your success,

Sincerely yours,

(Signed) ARTHUR WARREN.

DR. C. H. LEET, F.R.C.S.

(Extracts from my Diary).

TREATMENT OF A SICK FIREMAN IN S.S.

"DEUCALION," ALFRED HOLT LINE.

"A sick fireman, John J. Lowe (of 7, Milton Street, Birkenhead), very ill, was shut up and locked in the after-wheel house, on the 30th July, 1887, at sea.* At 7-45 p.m., he was visited by Henry Leonard, lamp trimmer, of 11, Walnut Street, Mount Pleasant, Liverpool, who, on locking the door again, said to me (I was sitting on the saloon deck), 'That poor chap very bad—he is off his head, sir, (we both heard him through the shut door shouting and calling out) . . . My God! this poor brother man, weak and delirious at times, left alone, (how could he have been?) liable to jump up in his ravings and strike his head against the wheel!' The wheelhouse is practically a box—no outlet for the impure air—no inlet, except what could get up by the rudder, which is nearly air-tight" [the glass ports of this wheelhouse, facing the saloon deck, were kept closed].

"3rd August. His wheelhouse door permanently unlocked *for the first time*, and door left open for air, he lying on his own dirty mattress and partly on the hardwood floor; dirty shirt and drawers, and feet dirty mud colour for want of washing. He is very thin and wasted; poor bones want soft mattress."

"I should have had a cabin cleared out of its tea-chests (there being NO HOSPITAL of any kind on board), put the sick man in it, and given the Stewardess (no ladies being on board) one shilling per diem to nurse and feed him. Mr. Holt would doubtless approve" (Diary, 31st August).

"Another fireman had to do six hours' watches, on account of the other man Lowe being laid up—this duty in the heat of the tropics can only be called *white slavery*. An extra fireman should be taken during the hot weather voyage through the Red Sea and Indian Ocean to China, as one fireman at least is likely to be laid up.

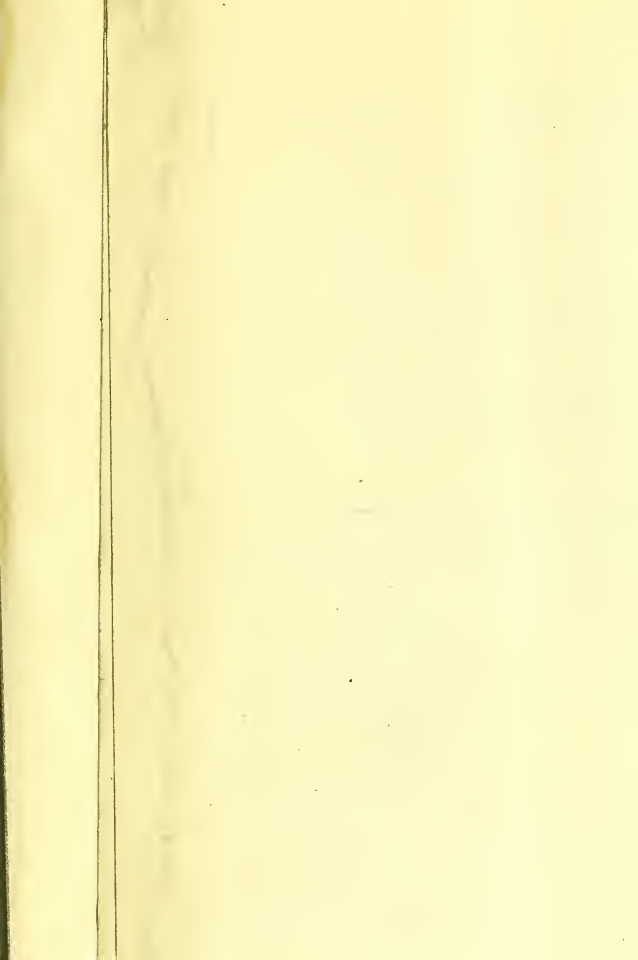
N.B.—My Diary continues to give full daily details of Lowe.

C. H. L.

* In the Indian Ocean, about 8° N. Lat. *en route* to Red Sea, homeward bound. My letter to Mr. Alfred Holt, 23rd August, 1887, off Portland, begging him to send the poor fireman to Convalescent Hospital, Liverpool, was treated with the usual contemptuous silence!

Finis.

A



THE SEAMEN'S CONGRESS AT CARDIFF.

SECOND DAY.

THE MEDICAL CARE OF SAILORS.

Reprinted from the *Western Mail and Daily News*, Cardiff.

The congress of delegates of the National Amalgamated Seamen and Firemen's Union of Great Britain and Ireland resumed its sittings at the Lesser Park-hall, Cardiff, on Wednesday morning. Mr. F. W. Evans presided, and there was a full attendance of delegates.

The minutes of the previous day's conference having been confirmed, the chairman called upon Dr. LEET, F.R.C.S., the UNION'S DOCTOR, of Liverpool. (Applause.)

SHIP'S SURGEONS.

DR. LEET, who, on rising, was received with cheers, said it gave him great pleasure to attend the conference as a ship's surgeon. (Applause.) The welfare and efficiency of seamen and firemen were intimately bound up with the welfare and efficiency of the ship's surgeon, and for that reason he took an interest in the position of the surgeon on board ship. He had written a pamphlet upon the question, which he hoped shortly to be able to place before them. There was a tendency on the part of shipowners to employ as ships' surgeons young men from college without any experience. He did not think that was right. Further, he had brought before the Board of Trade the question of the position of ships' surgeons, with a view to giving them some authority on board their ships. (Applause.) Having been what might be called a typical ship's surgeon, he felt an interest in the matter, and had paid attention to cases arising out of the insanitary condition of the places in which seamen and firemen had to work and live. In 1885 there was an epidemic of blood-poisoning on board one of the Atlantic steamers. Eleven firemen were laid up in a close room, one died. He told the captain that the men ought to be taken out and put in hammocks. This was at first refused, but subsequently, after a good deal of cursing and swearing, (shame) it was done, and the men got better. When inquiry was made by the manager as to the cause of the illness, the Chief Engineer and Marine Superintendent said it was caused by the men lying about the

decks and taking malaria. He (the speaker), however, declared that the blood poisoning was caused by the insanitary condition of the firemen's room. In that particular case the shipowners accepted his suggestion, and went to the necessary expense (£100) to improve the sanitary condition of the firemen's room. This was not always the case, and he must say that during many voyages he had but seldom had his attention drawn to the firemen's room or fore-castle, it being considered that it was quite sufficient if the surgeon looked after the passengers. On one occasion, when on board a China line steamer in 1887, he saw a fireman ill of low fever, a Liverpool man. There was a ship's surgeon, but no ship's hospital, and the man was put in the after-wheelhouse and locked in while delirious. (Shame.) Although only a passenger he (the speaker) made some inquiries about the poor fellow, and after three days the wheelhouse window was opened, and but for this ventilation the sick fireman must have died. He should have been transferred to a cabin and a man or the stewardess put in constant attendance upon him while suffering from delirium and exhaustion. After giving some further illustrations of the necessity for authority being given to the ship's surgeon, Dr. Leet read some correspondence which had taken place between him and the Board of Trade, the reply in one case mentioned by him being, "Your complaints are not of such a nature as to justify interference." (Shame.) Proceeding, he said the sick fund of the union ought to be better supported than it was. He thought there ought to be a surgeon attached to each branch, and, if possible, that man should be a surgeon with experience of sea life. Because, for instance, a ship's surgeon would know that blood-poisoning entered into many of the diseases and injuries from which sailors and firemen suffered, (applause) and in case of accident this Branch Surgeon of the Union would be of material assistance to a solicitor in helping a man's claim for compensation. (Hear, hear.)

Dr. Leet was heartily thanked for his paper.

BROTHER SAILORS AND FIREMEN OF BOOTLE,

Wake up to your own best interests, come up to our
here, and read the Great Congress Number of our Newspaper.
Follow the example of our Cardiff brethren and
by thousands. The victory is now in our hands,
oppression and injustice has given place to the dawn of
and truth. Fair wages, healthy accommodation, whole-
courteous language on the part of your superiors, are
grasp if only we be true to our manhood. Unite together
and so make it the *interest* of shipowners to give you
over "scabs," and untrained hands, and all presumptuous

Be true to our 65,000 brothers. ALWAYS GO ON
AND IN GOOD TIME; be mate to no man who is weak
bad in morals; at the end of each voyage come to the
to me here every case of accident and disease that o
amongst the members of the crew, so we shall all
report to give at the Annual Congress at Glasgow, in 18



